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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription paid in advance, \$12
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the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

NO. 15,326, 號六百三十五萬一第一 日九月四日三十三光 HONGKONG, THURSDAY MAY 30th, 1907 四拜禮 號十三月五年七零九一英滿香 PRICE, \$3 PER M TH.

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SHEWAN, TOMEY & CO.,
General Managers.
Hongkong, 3rd October, 1906. 1224

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FOB COAL, TIMBER, &c.

TO BE LET, a portion of MARINE LOT
No. 255 at NORTH POINT, Suitable
for above purposes. EXTENSIVE WATER
FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36
on PRAYA EAST. Approximate AREA
43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & CO., LTD.
Hongkong, 8th June, 1906. 1106

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LIMITED.
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WEEK DAYS.

7.00 a.m. to 8.30 a.m. ... Every 10 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.50 p.m. ... Every 10 minutes.
3.50 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.50 p.m. ... Every 10 minutes.
5.50 p.m. to 6.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. to 11.15 p.m.
every 1 hour.
SATURDAYS.
Extra Cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 12.30 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 10 minutes.
16.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
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Hongkong, 8th May, 1907. 677

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Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily. Sunday
excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to SSG. at 86, 87 and
87.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.

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AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
Hongkong, 6th March, 1907. 45

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PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
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DENTAL SURGEON,
G. DE PERINDORGE.

DIPLOMA: PARIS.
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3RD FLOOR, HOTEL MANSIONS,
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1882

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NAVY AND ARMY
REGULATION WATERPROOFS.
TROPICAL WATERPROOFS.
\$18.50 TO \$30 EACH
THE "ZAMBRENE" SLIP ON COAT
LIGHT-STORMPROOF-POROUS.
LADIES' AND GENTLEMEN'S "REPELLUS" RAINCOATS
GOLOSSES. UMBRELLAS
LANE, CRAWFORD & CO. 1883

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THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LTD., KOBE.
AGENTS: F. BLACKHEAD & CO.
1883

Hongkong, 16th August, 1905.

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INTIMATION.

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ALEXANDRA BUILDINGS.

Hongkong, 27th May, 1907. 30—

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LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 30TH, 1907.

That indispensable body, the Chamber of Commerce, marked the passing of a very busy year yesterday. The nature of the work done, with its great variety of headings all intimately associated with the commercial progress of Hongkong, is sufficiently indicated in the report, of which we give a very full abstract in connection with our report of the proceedings at the annual meeting. Currency reform is a standing dish, of course, and the correspondence published by the Chamber contains little with which our readers are not already familiar. It opens with an undated letter from Messrs. A. S. J. DAVID & Co., emphasizing the great importance to the trade of the port of "this matter", and hoping the Chamber would bring all the pressure it could on the Chinese Government "to remedy the present unsatisfactory system." The letter did not suggest a remedy, and it was probably quite incorrect in attributing the slackened demand for Indian yarn to the depreciation in the value of the Chinese silver subsidiary coins. The Chamber in reply was of opinion that the reason given for the unsatisfactory state of the import trade (especially yarn) was not the sole or even chief cause of the existing depression. It might have gone further and said it had nothing whatever to do with it. What has the Indian yarn importer, selling to Chinese dealers who sell to inland consumers, suffered from the depreciation of subsidiary coins? Not a cent. The troubles of the yarn market are quite easily explained, but not in that way. Messrs. DAVID's letter was of the helpless, "something-ought-to-be-done" order, and the Chamber's reply, that it was

doing all it could, was correct and sufficient. The next was the letter from the secretary of the Star Ferry Company, made public at the time. In that letter, it will be remembered, the Hon. Mr. Osborne offered theories that were at least intelligible and plausible for the degradation of British subsidiary coinage, and ventured to suggest that these latter should be rehabilitated and protected by making them legal tender to any amount, to the exclusion of all other coins, and by (as would thus follow) the Government pledging itself to redeem all its coins at par. To this the Chamber was less sympathetic. It did not agree that the Government which issued these coins had any such duty, but that because their intrinsic value was less than that of the dollars, their exchange value was naturally liable to fluctuate according to supply and demand. That the Government should sell five coins for a dollar (which cost them less) on the strength of their credit, and afterwards refuse to give a dollar for them, may be natural and right, but it doesn't seem so. In any case, unless some such suggestion as Mr. Osborne's is given a trial, it seems little use hoping for any outcome from indirect petitions to the Chinese Government to reform. It would seem that local legislation should be easier to start, but the Chamber could not see their way to make any representation for legislation. Meanwhile we are entitled to refuse Chinese coins—a hard thing to start—and the third joint representation via the diplomatic corps at Peking is on its way to the Throne, in terms as published the other day.

The 55th plague case was recorded yesterday.

According to the native Press at Canton, it is true that an Imperial Edict has been issued reappointing Shum Viceroy of Canton. On Viceroy Shum's arrival, Chou Fu will proceed to Peking to await another appointment.

Yesterday morning between five and six o'clock there was an uncheered exhibition of electric fireworks in Des Vœux Road Central, caused by some defect apparently in an insulator on one of the Tramway Co's standards opposite Alexandra Building.

Sapper Rogers, R.E., Mrs. Rogers and W. Redmond were charged before Mr. F. A. Hazland at the Police Court yesterday with selling liquor without a license at the United Club, Queen's Road Central. The case was remanded, defendants being admitted to bail in the sum of \$100 apiece.

We learn that our New Governor, Sir Frederick Lugard, will leave England in June, probably via Taicou as he fears he will be unable to catch the Empress Steamer which is to leave Vancouver on June 18th. Sir Frederick and Lady Lugard, despite their many travels, have never been further East than Burma, so naturally they are looking forward with eager anticipations to making their first acquaintance with Hongkong.

An old story is again going round of an experience of the Duke of Connaught while he was in Calcutta. He was out for a walk early one morning, and stopped to speak to an old soldier, who wore a Matting maul. "In the army yourself?" asked the old man. The duke admitted that he was. "Gesting on well?" was the next question. The duke replied that he seemed to be doing fairly well, though perhaps not as well as he could have wished. "No, and you never will," was the veteran's retort. "You want a powerful lot of influence behind you to make anything of a show in the army to-day. You take my tip, and chuck it!"

Mr. Werner Lauri is issuing shortly in his Library of Sports, *The Golfer's Manual* by Mr. W. Batter, and Dr. Mao has found time to write an amusing introduction to the volume. This work is an exposition of the elementary principles of the game for beginners in a simple and direct way, so as to prevent the adoption of wrong methods at the outset. The ranks of golfers are daily being reinforced by a class of players whose opportunities for sound tuition are much restricted; and the absence of such facilities may have, in most cases, already resulted in a style that needs prompt and effective amendment if any substantial progress is to be secured.The following information concerning the trade of Mukden, furnished by the Mukden Treasury, has been received from his M.i.s.t'y's Consul-General there (Mr. H. E. Fulford, M.C.G.), and is published in the *Board of Trade Journal* of April 25. The principal goods coming into Mukden are foreign yarn, kerosene oil, flour, and piece goods, which come by way of Niu-chwang; grain from the neighbouring districts and from Hui Cheng and Kai Ping; coal from the Eastern hills; native cloth from Shan-tung and Chih, native opium from the province of Kirin; foreign opium from Niu-chwang; tobacco half from Kirin and T'iehling and the surrounding districts; and raw cotton, cotton fabrics, sea products, paper, cigars, and cigarettes from Japan by way of Dashi. The annual values of the import of these goods are approximately as follows:—Grain, 8,000,000 taels, coal 3,000,000 taels, cotton goods 1,00,000 taels, silk and satin goods 200,000 taels, opium 600,000 taels, tobacco 30,000 taels, foreign piece goods and sundries 5,000,000 taels. The principal goods that go out though not produced in Mukden are beancake, raw silk, sambu, and tobacco first, the total annual value of these being about 15,000,000 taels.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GERMANY.

LONDON, May 29th.

Count Bulenburg has been dismissed.

DECLINING CONSOLS.

LONDON, May 29th.

Consols are at the lowest rate they have been for fifty years.

MILITARY CHANGES.

LONDON, May 29th.

General the Hon. Sir Nevile G. Lyttelton has been appointed Commander of the Forces in Ireland, and Lieutenant-General Sir William G. Nicholson, Chief of Staff Lord Methuen has been appointed to the command in South Africa.

THE DISTURBANCES NEAR
SWATOW.

SWATOW, May 29th.

No anxiety is felt here in connection with the rioting which has taken place in the neighbourhood of Wongkong. No attack on Swatow is expected.

[REUTER'S SERVICE.]

THE RAND STRIKE.

LONDON, May 27th.

Nine tenths of the underground white miners on the Rand are now on strike, and the engineers are taking a ballot on the question of joining.

THE JAPANESE IN FORMOSA.

LONDON, May 27th.

The Japanese in Formosa have resolved to finally subjugate the whole region of the east coast; the natives number only 100,000, but hold 70,000 square miles of the richest territory.

THE VISIT OF PRINCE FUSHIMI.

LONDON, May 27th.

Prince Fushimi, accompanied by the Duke of Connaught and Lord Roberts, inspected the Household Brigade to-day, in London.

THE OPIUM QUESTION.

LONDON, May 27th.

Mr. Churchill, in the absence of Sir Edward Grey, answering Sir H. Cotton, said that the papers about the effect of the anti-opium regulations in China would be laid on the table of the House when the information was definite enough. The Government had not yet replied to the Chinese Government's proposals of November regarding India, and they were still under consideration. The Government hopes, however, to very shortly be in a position to reply.

INTERNATIONAL COURTESIES.

LONDON, May 27th.

A party of representative English editors have arrived at Bremen to return the visit of the German editors to England in 1906.

THE SWATOW REBELLION.

Sam Po I, the officer in charge of the prefectures of Wai-chow, Chiu-chow and Kaying-chow, has sent a telegram to the Viceroy at Canton which states that Commandant Wong, with 300 soldiers, encountered the rebels some distance from Wongkong. In the fighting which ensued, about 10 of the rebels were killed or wounded, among the number of the former being the ringleader of the rebellion. A number of rifles and banners were seized by the troops. Many of the rebels being in want of arms, are deserting their cause and journeying to other parts. The telegram concludes by asking the Viceroy to inform the soldiers who have been despatched to the scene of the uprising to proceed with all haste.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 28th at 11.55 a.m.—The barometer has risen along the Yangtze, and fallen over Shantung, W. Japan, the Loochoos, and S. China.

A depression is moving Eastward over the N. part of the Yellow Sea. Pressure is somewhat low also, in the neighbourhood of S. Formosa. The winds are expected to freshen from N.E. in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N.E. winds,

Formosa Channel { frosty; fair

South coast of China between } Samoas No. 1.

Hongkong and Lamcks { Samoas No. 1.

South coast of China between } Same as No. 1.

Hongkong and Hainan { Same as No. 1.

SUPREME COURT.

Wednesday, May 29th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR
FRANCIS PIGOTT).

AN INDEMNITY CLAIM.

Judgment was delivered in the action brought by Lam Sin Shang and She Wai Chung against Yik Tong to recover \$13,581.94 being money paid by plaintiffs as sureties for defendant on 5th May, 1905, on a promissory note dated 5th August, 1904, and made by the plaintiffs and defendant and one Ho Li Cho, in favour of the International Banking Corporation, and as to \$741.80, money paid, and in the alternative Lam Sin Shang claims the sum of \$13,581.94 under a deed of indemnity, dated 22nd September 1905, made between Lam Sin Shang and the defendant.

Mr. M. W. Grist (instructed by Mr. Wilkinson and Grist), appeared for plaintiff, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for defendant, while Mr. F. X. d'Almada of Castro represented the second defendant.

It appeared that defendants claimed to be the promoters of a company to be called the Hion Tai Insurance Exchange and Loan Company, and that they received from the plaintiff \$350 in respect of 50 shares, which, however, were never issued. Neither was the company registered nor the money refunded.

Plaintiff said that the defendant promised to return the money if the company was not formed within six months. It was to have been employed in the firm.

His Honour—Where is the defendant?

Mr. d'Almada—He is here.

His Honour—He has had a sprained ankle for some time and would not have been here if I had not made him.

Judgment was entered for plaintiff with costs.

CLAIM FOR BROKERAGE.

Bernard Albert, broker, of 8, Des Vœux Road Central, claimed from Lam Kam Ching and Dang Yeng Yung, of 25, Des Vœux Road Central, executors of the will of Dang Chee, deceased, to recover the sum of \$900 being the amount of brokerage on a loan effected by plaintiff, for defendant as executors. Mr. d'Almada and Castro appeared for the plaintiff and Mr. E. J. Grist appeared for the defendants.

Mr. d'Almada explained that the property was originally mortgaged to a party for \$80,000, the mortgage being subsequently transferred to Yu Yueng, and the original mortgage became part owner of the property. Yu Yueng gave notice calling in the \$80,000, and defendants, as executors of Dang Chee, obtained \$90,000 on mortgage to enable them to pay off this \$80,000 and sundry expenses. Plaintiff, hearing of this, called upon the defendants and asked whether the defendants would give him instructions to secure this \$80,000. They authorised him to do so, and he went to the expense of having the property valued, but for some reason the mortgage fell through.

Plaintiff, however, had done all that was required of him. He brought the parties together and arranged the loan. His duties finished there, and he was entitled to his brokerage.

Mr. Grist said that this did not cover all the facts. The property did not belong to the defendants *in toto*. It belonged half to the defendants and half to the Tang Hok Po who had joined with him a man named Ho Nam, who was his agent, and who also acted for defendants as well as for plaintiff.

His Honour—As a matter of fact Ho Nam was instructed by both parties?

Mr. Grist—Yes. That being so, they must be joined as partners. We don't want to go into the facts until this man Ho Nam, who signed the note of authority with one of the defendants, is joined as defendant.

His Honour—Where is Ho Nam?

Mr. Grist—He is not here.

Mr. d'Almada—He is bankrupt.

His Honour—Oh, you can't make him a party. Where is the official trustee?

Mr. Grist—The proper party to join would be the joint owner. The defendants are joint owners of the property it was proposed to mortgage, or tenancy in common.

Mr. d'Almada—I cannot prove that Tang Hok Po gave authority to this man.

Mr. Grist—Some person joined with my clients in employing plaintiff as broker. Therefore that person must be joined in these proceedings.

His Honour—I agree with you. My difficulty is who is to join. I don't mind joining anyone.

Mr. d'Almada pointed out that if it turned out that Tang Hok Po never authorised this loan he (Mr. d'Almada) would have to pay the costs.

Mr. Grist—What about me then? (Laughter.)

Supposing that were so I should only be liable for half the judgment.

Finally the case was adjourned in order that another party should be joined, and if the party could not come to a settlement out of court, his Honour would then decide.

THE RAILWAY LOAN.

Those who wanted the five per cent. bonds of the Imperial Chinese Railways (T'antun-Kowloon) loan had, figuratively speaking, to be up with the lark, says the *Globe*. The Hongkong and Shanghai Banking Corporation opened the lists at nine o'clock; by noon it had closed them. After that hour applicants for hundreds of thousands of pounds worth of the security arrived, and were sent empty away. The country subscriber who saw the advertisement late said no chance. It is not surprising that the million and a half it should have been snapped up with avidity, because the issue is full of attractions.

The price was par, the rate was 5 per cent., there was authorisation by Imperial edict, the principal and interest was unconditionally guaranteed by the Government of China, and finally annual drawings for redemption do not begin until 1910. A premium was quickly established and the loan certainly seems worth appreciably more than par to the investing public. While on this subject it seems to us a pity that the London agents for foreign loans cannot give wider publicity to the numbers of drawn bonds.

A provincial reader writes us that he on the coupons off four of his last Chinese five per cent. loan bonds the other day, and found when the bank presented them that, as ill-luck would have it, the bonds had all been drawn and that interest had ceased in March. He says his income is only a moderate one, and that the loss of a return on his capital over a period of three months is rather a consideration. Loan agents will probably plead that they advertise the drawn bonds in certain recognised papers at certain specific times, and that holders must make it their business to buy these papers at such times if they never buy them at any other.

LAYING WATERPIPES.

The work of connecting branch pipes with the main, commenced some days ago, and fearing that troubles may ensue in preventing the people from gathering around to see the work done, the two Magistrates Nam Hoi and Pan Yo, with some police officers, are stationed there to preserve peace.

ARRIVAL OF NEW TARTAR GENERAL.

HONGKONG GENERAL CHAMBER OF COMMERCE.

The annual meeting of the Hongkong General Chamber of Commerce was held in the City Hall last evening. Hon. Mr. E. A. Hawett presided and there were also present Hon. Mr. H. Kewick, Messrs. H. E. Tompkins, G. H. Medhurst, J. R. M. Smith, D. R. Law, A. Haupt (Committee), A. R. Lowe (Secretary), W. D. Graham, A. G. Gordon, A. S. D. Coulstrand, W. L. Carter, E. A. Sodenmane, A. S. Abdoo-tender, A. Beattie, A. Forbes, S. G. Nowell, H. H. Hinds, E. Ormiston, D. W. Craddock, J. Douglas, A. Shelton, Hopper, E. Shellim, J. Armstrong and J. M. Beck.

The SECRETARY having read the notice calling the meeting, the minutes of the last meeting were confirmed.

The CHAIRMAN said—Gentlemen, the report and accounts having been in your hands for some days I will, with your permission, take them as read. Before proposing their adoption I will offer a few remarks on those more important points which have engaged the attention of the Committee during the past twelve months. Some of these are what might be described as "hardy annuals" appearing regularly with great persistency. Unfortunately they do not always show those signs of improvement which we might have expected from their having received still another term of careful attention. However in some directions we are glad to be able to see that very material progress has been made towards a better state of affairs. Chief among these comes the projected railway scheme from Hongkong which we trust will before long link us with the furthermost parts of the Empire and ultimately with Europe. A good start has been made with the construction of the line in British Territory and while we are glad to learn that at last the construction of the extension line to Canton has been definitely arranged, we are also, we believe, justified in hoping that the difficulties which formerly existed as to a satisfactory working agreement between the two sections of the railway from Kowloon Peninsula to Canton will shortly be removed and that before long a definite agreement will be come to between those concerned in these various ventures. We are glad to learn that the loan of £1,500,000 for the construction of the extension of the line to Canton was subscribed several times over in London. As regards Nanking it has, after many years agitation, at last been thrown open to foreign trade and it is satisfactory to know that from the outset the city as well as the foreign settlement will be included in the Tsin-kuo area. Weishow, on the East River, should also be added to the list of foreign trading ports as provided for under the terms of the Mackay Treaty. We believe that the opening of these important inland trade centres will benefit Chinese and foreign alike and we would like to see this policy extended in the interests of all concerned in enlarging the trade of China. The question of currency reform in China has again engaged the attention of the Committee and for a third time in the last four years this Chamber has joined with Shanghai and Tientsin in a joint memorial to the Diplomatic Body on the subject, and we hope that at length some definite steps will be taken to place this most important matter on a sounder basis. I would mention that during the past week a despatch has been sent to the Colonial Secretary asking his Excellency the Officer Administering the Government to bring the matter specially to the notice of His Majesty's Secretary of State for the Colonies. Since drafting this report that has been accomplished. The question of the working of the Crown Agent Office has again been raised by the Ceylon Chamber of Commerce but at the moment the Committee can only confirm the opinion it expressed in 1903, the matter is however one which will be carefully watched and perhaps we may obtain further enlightenment with regard to operations as carried out by the Crown Agents on behalf of the Colony now that we are entering upon the work of railway construction. As matters stand however we do not see any reason for holding other opinions than those already expressed. On a previous occasion I referred to the congested state of the harbour due to the increasing number and length of the vessels visiting this Port. This overrunning has in part been relieved by the withdrawal of so many of our larger vessels from the China Squadron and also by an agreement recently arrived at between the late Acting Harbour Master, Lieut. Beckwith, R.N., on behalf of the Colony and the Naval Authorities whereby a readjustment has been made of a portion of the harbour formerly reserved for the use of H.M. vessels. This has resulted in its being possible to relay some of the permanent moorings and by placing them at a greater distance apart has made them available for the largest steamers visiting this harbour. This scheme was inaugurated by our late Harbour Master, Captain Barnes Lawrence, and we are much indebted to all those concerned in bringing about this improvement in our facilities for berthing large vessels. The long delayed colonial Conference has now been held in London and as we learn that the representatives were determined to do good work and appear to have met in a spirit of cordial goodwill and desire to benefit the Empire at large we trust that great good may result from their labours. We await with interest a detailed report of the proceedings. The important question of fiscal reform will always be one of great interest to Hongkong as any change in the existing conditions of affairs must have very direct bearing on the trade of this Colony and as pointed out in my annual address three years ago the matter is one which concerns us very nearly. Any recommendation therefore which may have been made on this subject by the Conference will be carefully considered by the Committee as nothing should be done which is likely to impair the freedom of our Port. Another question which has of late given rise to much discussion is that of the proposed gradual extinction of the opium traffic. To this no one can raise any objection if the proposals of the Chinese Government are honest, and that steps are really to be taken to suppress the cultivation of the plant in their own country as well as gradually put a stop to the importation of the foreign drug. But it will be necessary to keep a very careful watch to see that while the foreign trade is being decreased the home cultivation is also being decreased like treatment and not that under cover of an outcry against the opium trade in general, imported opium is to be abolished for the benefit of the native product which, as we all know, is so largely in the hands of, and brings so much revenue to, the high Provincial Authorities. I would add that the amount of foreign opium is relatively but a very small proportion of the enormous quantity of the drug consumed in China. The opium trade is indeed and has been for a great number of years a most important matter for Hongkong in more ways than one, and many serious questions arise in connection with this proposed gradual extinction of the trade. These questions are many of them of wider import and more general interest than can be fully dealt with by this Chamber and can more fittingly be discussed elsewhere when the moment arrives to consider what effect the proposed suppression of the trade may have on the Colony at large. An-

other question which has engaged the attention of the Committee since our last meeting is that of the carrying of Asiatic passengers under the existing Emigration Ordinance as modelled on the Imperial Act. As you are aware this question of Chinese Emigration has recently been again brought prominently forward in connection with possible demand for Chinese labour for Central and Southern America. We feel that in this matter British shipowners should be able under reasonable restrictions, to compete with other owners in what may in time prove to be a very large and valuable branch of our passenger trade. In order to do this it is necessary for the existing regulations to be revised so that contract labour can be carried for voyages of more than 30 days duration, to countries other than British possessions. We suggested that a proviso should be made that the labour be carried under mutual agreement between the Governments of the Country from which the labourers come and to which they were bound. The matter has been duly referred to H. E. the Governor but we regret to find that up to the present H. M. Government decline to enter into our proposal. In the existence of regulations such as this which are now practically obsolete which handicap our shipping in competition with that of other Nationalities in the world's commerce. Another point we have endeavoured to have modified is that 1st and 2nd Saloon Asiatic passengers should not be considered as "Emigrants" and thus necessitate a vessel carrying over 20 of such passengers being treated as an Emigrant ship. Here again I regret to say our representations have not yet failed to bring about a modification of an old rule, the hardship of which as we are now situated is so obvious as to need no excuse from me the excuse put forward by the Government being that in order to deal with this matter the Imperial Merchants Shipping Act must be amended. It is with regret I have again to refer to a piratical attack upon a British vessel. The story of the piracy of the "Saxonia" accompanied by the murder of an English passenger and the wounding of several others, including the Commander, is of too recent occurrence to require further reference in detail. The owner-realizing the far-reaching and crippling effect which such a heinous crime would have upon trade generally on the waterways of the neighbouring provinces, very rightly decided to claim not only for actual but for consequential damages. The justice of this claim was fully endorsed by the Committee and finding that H. M. Government had refused to present this claim to the Imperial Government, the Committee represented in the strongest possible manner to the Secretary of State for the Colonies and for a third time to the late Governor Sir Matthew Nathan. In his leaving the Colony various addresses were presented clearly indicating the high esteem in which His Excellency was held by the residents of Hongkong. It is needless to recapitulate the many evidences we have received of his determination to forward the best interests of the Colony but chief among those which occupied his care was not only the construction of the railway from Kowloon to the frontier but its satisfactory working of this line with its extension which before many years have passed we hope to see completed to Nanking. The question of the suppression of piracy in the Southern provinces has been dealt with over and over again by this Chamber and I can add but little to what has already been said on the subject. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

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NEW ADVERTISEMENTS

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NOTICE.

M R. H. DEWSBURY has been appointed to take charge of the KOWLOON DISPENSARY until further notice.

By Order,
For A. S. WATSON & Co., Ltd.,
J. A. TARRANT,
Acting Secretary,
Hongkong, 29th May, 1907. 998

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SMART CHINESE CLERK required.

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The COTTAGE, BARKER ROAD, Unfurnished from September,
A SEVEN-ROOM HOUSE, in BARKER
ROAD, Furnished.

Apply to—
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PROPOSALS FOR FROZEN FRESH
BEEF AND MUTTON.

HEADQUARTERS PHILIPPINE DIVISION,
OFFICE CHIEF COMMISSIONARY,
Manila, P.I., May 30, 1907.

SEALED proposals, in triplicate, subject to usual conditions, will be received at this Office until 11 o'clock A.M., July 1, 1907, at which time and place they will be opened in the presence of attending bidders, for furnishing and delivering about six million six hundred thousand (6,600,000) pounds of FROZEN FRESH BEEF and two hundred thousand (200,000) pounds of FROZEN FRESH MUTTON to the Sub-istence Department, U.S. Army, at Manila, P.I., during the year ending June 30, 1908. The accepted Beef and Mutton will be admitted free of custom-duties. The United States reserves the right to call for no delivery of Fresh Beef or Mutton prior to October 1st or such date between August 1st and October 1st as delivery may be necessary, and to reduce the amounts above specified accordingly, viz., one-third (1/3), or correspondingly less amount, upon reasonable notice to the contractor, or to increase the amount called for with his consent. Each proposal must be accompanied with a bidder's guarantee in the amount of \$20,000.00, or with certified check for that sum on a bank of approved standing in Manila. The bidder to whom the contract is awarded will be required to give bond. Blanks and full information furnished on application to this Office or to the nearest U.S. Consul. Envelopes containing proposals must be marked: "PROPOSALS FOR FROZEN FRESH BEEF AND MUTTON FOR FISCAL YEAR 98, to be opened July 1, 1907," and addressed to the undersigned.

EDWD. E. DRAVO, Col., A.C.G.,
1001 U.S. Army, Chief Commissary.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.

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the 31st May, 1907, at 2.30 P.M., at No. 15,
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THE FURNITURE AND SUNDRIES
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Hongkong, 30th May, 1907. 1002

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.

FAVOURIED with instructions, will sell by PUBLIC AUCTION,
ON SATURDAY,
the 1st June, 1907, at 2.30 P.M., at his SALES
ROOM, No. 84 Queen's Road Central,
J. A. P. A. N. S. C. U. R. O. S.
Comprising—

SATSUMA, CLOISONNE, BRONZE AND
BRASS WARE, SCREWENS, P. E. D.
SPREADS, PICTURES, FRAMES &c.
TERMS—As usual.
Hongkong, 30th May, 1907. 1003

CHINA COMMERCIAL S. S. CO., LTD.
NOTICE.

THE Steamship
"MARIE".

Capt. G. C. Christiano will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on THURSDAY, the 27th June, at 4 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S. S. CO., Ltd., Hotel Mansion, Hongkong, 29th May, 1907. 995

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship
"WAKASA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 5th June, will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 8th June, or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 29th May, 1907. 1004

NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"ABERLOUR."

Captain Barnett, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TUE-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th May, 1907. 996

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—
From London, &c. ex.s.s. "Marmora"
and "Persia."

From Australia ex.s.s. "Victoria."

From Persian Gulf or B. I. S. N. &
B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th May, 1907. 1

INTIMATIONS

DUTCH Firm of Cigar Manufacturers and Exporters seek capable and reliable AGENTS in Shanghai and Hongkong, on excellent terms. Letters, H. D., care of INDIAN AND COLONIAL ADVERTISING CO., 3, Whitefriars Street, London, England. 990

BRITISH STEAMER, "NETHERTON".

BY ORDER OF THE UNDER-
WRITERS, the Undersigned are pre-
pared to receive Tenders for the purchase of
the above Steamship as she now lies at Singapore
in a Fire Damaged condition.

GILMAN & CO.,
Lloyd's Agents.

Hongkong, 30th May, 1907. 885

NOTICE.

WE have this Day authorized Mr.
WILHELM HELMS and Mr.
FRITZ LIEB to Sign our Firm,
ARNHOLD, KARBERG & CO.

Hongkong, 30th May, 1907. 912

WANTED.

A COMPRODADORE, having business con-
nection throughout the South of China
and able to provide substantial security consisting
of landed property in Hongkong to the
extent of 10 per cent. of the annual turnover.
Good remuneration to a suitable man. First
class references from a Foreign Bank required.

Apply by letter only in the first instance to
DENNYS & BOWLEY.

Hongkong, 5th April, 1907. 714

HONGKONG & CHINA GAS CO., LTD.

ALL ACCOUNTS and RECEIPTS issued
by the above Company from 1st June
next, will bear this Embossed Stamp:



Without such Stamp no Receipt or Account
will be Authentic.

GEORGE CURRY,
Local Secretary.

Hongkong, 17th May, 1907. 935

FOR SALE

FOR SALE.

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY Situate at
CANTON near the Hongkong, Canton and
Macau Steamship Company's Wharf and facing
the River. The lots contain by a measurement
50 "changs" or thereabouts. Title Deeds can
be seen at the Office of the Undersigned.

For further particulars, apply to

GOLDING & BARTLOW, Solicitors,

10, Queen's Road Central.

Hongkong, 22nd May, 1907. 970

FOR SALE.

ART RELIEF NOVELTIES
Artistic Pictorial and View Postcards,
POSTAGE STAMP CATALOGUES
FOR 1907.

Albums for Stamps and Postcards
of the Latest Editions.

A COLLECTION of 3,000 STAMPS for \$125.
Postage Stamps in sets, packets, bags, &c.
at prices to suit any buyers.

GRACIA & CO.,
Hongkong Hotel Corridor.

Hongkong, 22nd April, 1907. 675

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY MEETING of the
SHAREHOLDERS of the HONGKONG
AND SHANGHAI BANKING CORPORA-
TION will be held at the CITY HALL,
Hongkong, TO-MORROW (FRIDAY), the
31st day of May, 1907, at NOON, for the
purpose of considering, and if thought fit, of
passing the following Resolutions—

1. That the Directors of the Hongkong
and Shanghai Banking Corporation be and
they are hereby requested and authorised by
and on behalf of the Shareholders of the
Company to take the steps necessary for
the introduction of an Ordinance into the
Legislative Council of the Colony of Hong-
kong and for the enactment of the same by
the Governor of Hongkong with the advice
and consent of the Legislative Council
thereof to effect the amendments necessary
to the Ordinance under which the Company
is incorporated and carrying on business so
as to allow of the capital of the Company
being from time to time increased from ten
millions of dollars to twenty millions of
dollars and also for extending the period of
the operation of such Ordinance for a further
period of 21 years from and including the
14th day of August, 1908, and for continuing
all the provisions of Section 3 of the Hong-
kong and Shanghai Banking Corporation
Ordinance 1899 for a further period of 21
years from and including the 14th day of
August, 1908.

2. That from the date of such new
Ordinance coming into operation and becoming
effective the Capital of the Hongkong
and Shanghai Banking Corporation be increased
from \$10,000,000 to \$15,000,000 by
the creation of 40,000 New Shares of \$125
each to be issued at the price of \$120 on the
terms after mentioned. Shareholders on the
Eastern Registers to pay for their allotments
at the rate of Exchange for the Company's
Demand Bills on London on the day the
installments are due.

3. That the said New Shares be in the
first instance, in such manner as the Directors
shall prescribe for that purpose, offered to
Shareholders in the proportion of one New
Share for every two shares of which on the
31st day of May, 1907, Shareholders shall
respectively be the Registered owners, and
that any New Shares not accepted by the
Shareholders within the time limited by the
Directors for that purpose, be disposed of and
allotted by the Directors in such manner
and at such price as in their discretion they
shall think best in the interests of the
Company.

4. That the payment of the sum of \$30
per Share for each of the said New Shares
be made as follows, viz:

1st instalment of \$15 on the 1st day of
July, 1907.
2nd and final instalment of \$15 on the 1st
day of October, 1907.

5. That the Directors issue to Shareholders
holding shares not a multiple of two, a fractional
certificate in respect of each share in
excess of or below the multiple and allot one
New Share to every person who shall produce
two such Fractional Certificates on or before
the 1st day of July, 1907, and pay the first
instalment in respect thereof.

6. That after payment of the first instal-
ment and pending payment of the remaining
instalment, Scrip Certificates in such form
as the Directors may determine be issued
in respect of such New Shares entitling the
holders on payment of the remaining instal-
ment, and subject to such other terms as to
approval, date for lodging scrip certificates
and otherwise as the Directors may prescribe,
to be registered as the owners of the Shares
respectively represented by such Scrip Certi-
ficates.

7. That interest at the rate of 5 per centum
per annum be allowed out of the profits of the
Company on instalments paid in advance of
the date when the same become due, and that
registered holders of Scrip Certificates for
New Shares be entitled in respect of such
New Shares to participate in future dividends
on an equality with the old shares, in pro-
portion to the instalments paid up, and from
the 1st day of July, 1907, and pay the first
instalment in respect thereof.

8. That interest at the rate of 8 per centum
per annum be charged on each instalment not
punctually paid, and be paid with each such
instalment.

9. That all moneys received from premium
on the said New Shares be added to the
Reserve Funds.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th April, 1907. 853

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season
will be held at the HAPPY VALLEY, on

SATURDAY, 1st June, 1907, commencing at
3.30 P.M.

The Charge of Admission will be \$1

Brimful of Nourishment

PLASMON

The Food for Old and Young.

(Also Plasmon Cocoa, Oats, Biscuits, &c.)

Why drink other beverages

when in Van Houten's Cocoa
you have an enjoyable beverage
which not only stimulates but
also invigorates."A perfect beverage, combining
Strength, Purity and Solubility."—

Medical Annual.

"Refreshes and fortifies the system."—

Court Journal.

van Houten's

A Cocoa you can Enjoy.

87-6

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1905.
417,837.19.L AUTHORIZED CAPITAL..... 23,000,000
SUBSCRIBED CAPITAL..... 2,750,000 0
PAID-UP CAPITAL..... 837,500 0
II. FIRE FUNDS..... 3,836,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.

Hongkong, 27th April, 1907. 124

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Store keepers and Commission Agents.

35 & 37, Hing Loong Street, (1st Street West of Central Market), Telephone No. 517.

PHOTOGRAPHER.

M. MUMEYEA, JAPANESE ARTIST. Bronze and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manlia. Work done for Amateurs; No. 84, Queen's Road Central, Hongkong.

Good Panoramas, Views of Hongkong, recently taken, on sale.

TYPEWRITERS.

T. A. V. RIBEIRO, Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. Late of the Hongkong Typewriting Bureau, 8a, Queen's Road Central (First-floor).

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK". A. I. A. B. C. and Engineering Code Used.

NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length..... 792 feet. Length on Block..... 714 " Width of Entrance on Top..... 98 " Width of Entrance on Bottom..... 88 " Water on Blocks at Spring Tide..... 34 " DOCK No. 1.

Extreme Length..... 523 feet. Length on Block..... 513 " Width of Entrance on Top..... 88 " Width of Entrance on Bottom..... 75 " Water on Blocks at Spring Tide..... 61 " DOCK No. 2.

Extreme Length..... 571 feet. Length on Block..... 384 " Width of Entrance on Top..... 66 " Width of Entrance on Bottom..... 53 " Water on Blocks at Spring Tide..... 22 " PATENT SLIP.

Suitable for vessels up to 1,000 T. THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the power to steamer "OURA-MARU" (712 tons, 700 I.H.P.) especially built for SALVAGE PURPOSES.

Equipped with necessary gear, always ready for service.

NOTICE.

416

Funnels and Flags

CRIPPLED M. M. STEAMER.
The M. M. steamer KONGS-SI lost her port side propeller and shaft, about 40 miles from Cape St. James, near Saigon. She went to Singapore and remained there for two days, and then started for home. It seems that just after passing Pulo Welu the southwest monsoon broke in and she had to reduce her speed again to 6 knots. She took 9 days to do the run between Singapore and Colombo. She sailed from Colombo on May 14 for Marseilles, where a new propeller and a shaft will be replaced for the lost ones.

EXTRAORDINARY LOADING.

The Holt liner Agamemnon put into Colombo on May 9 and began taking in cargo the following morning. She took in 2,500 tons of cargo, mostly tea, and, despite the rainy weather and frequent interruptions, the work was finished well within the twenty-four hours, 25.0 tons in less than twenty-four hours, and 1 to be loaded for Colombo. The Agamemnon had 1,500 tons of tea on board when she sailed, or 11 million lbs. (the "shipping ton" is 1,000 lbs.) and it is worthy of note that the record shipment of tea in a single vessel in recent years is also held by a Holt liner. The Cebu took away 1,553,963 lbs. to the United Kingdom in 1905. The unknown record for the port was, however, made by the Port Elliot, in July, 1898, when she shipped no less than 14,108 lbs. of tea in Colombo Harbour for London and Hamburg.

THE RUSSO-JAPANESE BANK & THE YANG-TZEE INSURANCE ASSOCIATION (LIMITED).

The Judicial Committee of the Privy Council on the 27th ult. heard an appeal from judgment of His Majesty's Supreme Court of China and Korea, at Shanghai, of March 16, 1906. The Judges present were Lord Macnaghten, Lord Atkinson, Lord Collins, and Sir Arthur Wilson.

Mr. J. A. Hamilton, K.C., and Mr. John Mansfield were counsel for the appellants; Mr. Scrutton, K.C., Mr. D. C. Lock, and Mr. E. G. M. Carmichael for the respondents.

The arguments were heard in March, before Lord Macnaghten, Lord Atkinson, and Sir Arthur Wilson, when judgment was reserved.

Lord Atkinson, in delivering their Lordships' judgment on Friday, said the action was brought by the Russo-Chinese Bank against the Yang-tze Insurance Association (Limited), to recover 195,000 taels on a marine policy dated December 9, 1904, including war risks on 60,000 cases of kerosene oil shipped on board the steamship *Nigretta* to be carried from Shanghai to Vladivostok. One Alexander Serbrenik, a Russian subject, resident in Shanghai, who happened to be the charterer of the *Nigretta*, acting on behalf of the owners of this cargo of kerosene oil, effected this policy of insurance and, having effected it together with the bill of lading and some other documents, with the plaintiffs as a security for certain advances made by them on the account of the owners. The *Nigretta* left the wharf at Shanghai on December 15, and sailed up the following day. On the 14th the captain of the vessel, Samuel Harrison, heard that he was to have two passengers with him on his voyage, and he made preparations accordingly. On his return to his ship from shore on the 16th he found on board Alexander Serbrenik and two persons awaiting him, strangers to him. Serbrenik introduced them as Plisner and Gordechuk, two German subjects, and informed them that they were to go to Vladivostok as supercargo, one for the *Nigretta* and the other for a steamship called the *Nordpol*, which had previously sailed for that port. The ship, when off the coast of Korea, was seized by a Japanese cruiser, and taken to Sasebo, where it was established in a Prize Court that the two so-called Germans were Russian naval officers, who had escaped from Port Arthur in a torpedo boat, but blown up their vessel at Chita, and were picked up by the Japanese. The ship, together with her cargo, was condemned as lawful prize of war, on the ground that the said Alexander Serbrenik had attempted to transport to Russia two Russian naval officers under pretence of being supercargo, and thereby planned the illegal carrying of contraband persons, and actually carried the plan into effect, by reason whereof the 60,000 cases of oil were wholly lost to the plaintiffs. The defendants pleaded, amongst others, the two following defences:—(1) That at the time the policy of insurance was effected the plaintiffs wrongfully concealed from the defendants a material fact then known to them and unknown to the defendants—namely, that two Russian naval officers were about to be shipped on board the *Nigretta* as supercargo, under pretence that they were citizens of a neutral State; or, in the alternative, that the plaintiffs' agent, Alexander Serbrenik, wrongfully concealed from the defendants the above-mentioned material fact then known to him and unknown to the defendants; (2) that after the insurance was effected and before the loss the plaintiffs materially increased and changed the risk. The action was tried before Sir H. W. de Sammerville, a Judge of the Supreme Court for China and Korea, and a jury. No question was left to the jury, on the second defence, and the issue joined theron was still undetermined. But the following question, among others, was left to the jury on the first defence:—"Did Serbrenik intend to ship the officers knowing them to be such when he insured on December 9?" And the answer given bythe jury was:—"Serbrenik had the intention on or before December 9 to ship Russian officers on the *Nigretta*." On that finding, the Judge entered judgment for the defendants. Thereupon a motion was made by the plaintiffs for a new trial, on the grounds: (1) that there was no evidence to sustain the finding of the jury on the above-mentioned question; and (2), in the alternative, that the finding was against the weight of evidence. Judgment was delivered, dismissing that motion with costs, and it was from that judgment the appeal now before the Court of Appeal was taken. The burden of proving that Serbrenik had on or before December 9, 1904 (the date of the policy), the knowledge that the persons subsequently shipped on the *Nigretta* were Russian officers, and, also, that he with that knowledge had on or before that date formed the intention to ship them, as he afterwards did, rested on the defendants. Serbrenik himself swore that he first met or heard anything about these men five days before their departure, which would be December 10 or 11, that is, one or two days after the policy was effected; and that he did not know that they were Russian officers at any time before they sailed. Some facts proved in evidence were relied upon to show that Serbrenik must, when he met these men, have known they were Russian officers, and that his evidence to the contrary was false. But, even if that contention be well founded, the Lordships were of opinion that there was no evidence to establish what the defendants must establish in order to succeed—namely, that Serbrenik had acquired that knowledge at or before the time when the policy was effected. He himself swore he knew nothing about the men before December 10 or 11. It was impossible, in the absence of all other evidence at that point of time, to prove that he knew at an earlier date than that which he named what was the real character of those men simply by showing that the evidence he gave was not in his belief. On the ground, therefore, that the defendants had failed to adduce any evidence to prove that Serbrenik must, at or before the time when he effected the policy, have known that the men to be shipped were Russian officers, and so on that ground alone, their Lordships were of opinion that there was no evidence to support the finding of the jury in answer to the question left to them, and that the appeal must accordingly be allowed and a new trial granted. As, however, the question whether Serbrenik knew at any time before he shipped those men as supercargo that they were really Russian officers must be set out, on the second of the above-mentioned pleas, and determined by the jury, their Lordships thought it more desirable to abstain from expressing any opinion as to whether or not the evidence given at the trial would suffice to sustain a finding in favour of the defendants on that issue. Their Lordships would, therefore, humbly advise his Majesty that the appeal ought to be allowed, that the judgment of March 16, 1906, ought to be set aside and a new trial awarded, that the costs of the first trial ought to abide the result of the new trial, and that the respondents ought to pay the costs of the motion for a new trial. The respondents would pay the costs of this appeal.

THE "AGINCOURT" CASE.

Before the Master of the Rolls, Lord Justice Buckle and Lord Justice Kennedy on the 27th ultimo, in the Court of Appeal, Supreme Court of India, the case was heard of "The Agincourt" Steamship Company (Limited) v. The Agincourt.

This was an appeal from a decision of Mr. Justice Finlay, in a suit brought by the Russo-Chinese Bank against the Agincourt, and determined by the jury, their Lordships thought it more desirable to abstain from expressing any opinion as to whether or not the evidence given at the trial would suffice to sustain a finding in favour of the defendants on that issue. Their Lordships would, therefore, humbly advise his

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Before the Master of the Rolls, Lord Justice Buckle and Lord Justice Kennedy on the 27th ultimo, in the Court of Appeal, Supreme Court of India, the case was heard of "The Agincourt" Steamship Company (Limited) v. The Agincourt.

This was an appeal from a decision of Mr. Justice Finlay, in a suit brought by the Russo-Chinese Bank against the Agincourt, and determined by the jury, their Lordships thought it more desirable to abstain from expressing any opinion as to whether or not the evidence given at the trial would suffice to sustain a finding in favour of the defendants on that issue. Their Lordships would, therefore, humbly advise his

Majesty that the appeal ought to be allowed, that the judgment of March 16, 1906, ought to be set aside and a new trial awarded, that the costs of the first trial ought to abide the result of this appeal.

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SHIPPING.

ARRIVALS.
ABERDEEN, British str., 24th, P. K. Barnett,
29th May—Singapore 22nd May. General
Hamburg Amerika Linie.
BANTAI MARU, Japanese str., 3,207, J. Marin,
29th May. Kobe via Moji 20th May. General—Arnhold, Koberg.
CHIANGHAI, German str., 1,200, S. Simonsen,
29th May—Bangkok 22nd May. Rice—
N. G. L.
DAGUAI, British str., 2,553, W. A. Ross, 28th
May—Seu' Franchise via Shanghai and
Canton 24th April. Kerosene Oil.
FEUDHOU, Chinese str., 9,907, Gillespie, 29th
May—Swatow 18th May. General—
Chinex.
HAMBURG, British str., 6,306, A. J. Robson, 29th
May. Coast Ports via Swatow 28th May.
General—D. Laprel & Co.
JOHNSON MARU, Japanese str., 7,924, H. S. Smith,
29th May. Tenshi 20th May. General—
Osaka Shosen Kaisha.
MALTA, British str., 3,000, H. A. Peters, 29th
May—Bomby 14th May. Mails and
General—P. & S. N. Co.
NORD, Norwegian str., 2,290, G. Harsleben, 29th
May—Sagden 24th May. Rice, Flower and
Fish—Willm. & Co.
WAKASA MARU, Japanese str., 3,847, Anton
Christensen, 29th May—London via
Singapore 20th April. General—Nippon
Yūen Kōbō.
YUNNAN, British str., 1,030, Meyrick, 29th
May—Akyi 27th May. General—
Maltese & Co.

CLEARANCES.

29th May.
Hobart, German str., for Singapore.
Kowloon, German str., for Poole last.
DEPARTURES.
29th May.
ALICIA, British str., for Shanghai.
CHINCHING, British str., for Swatow.
DAPHNE, German str., for Kuching.
FORTIS, Malacca, Japanese str., for Swatow.
GRENADA, British str., for Europe.
GRENADINE, British str., for Amoy.
HANU, French str., for Haiphong.
INZI, Malacca, Japanese str., for Singapore.
KUHUNG, British str., for Shanghai.
OLYMPIA, British str., for Shanghai.
OSCAR, Japanese str., for Swatow.
TAIKUN MARU, Japanese str., for Kuching.
TRIUMPH, German str., for Haiphong.
ZWEYA, British str., for Siam.

SHIPPING REPORTS.
The Chinese str. *Fuching* reports: Light
variable winds, clear weather.
The British str. *Yucatan* reports: Fine and
clear, moderate N. E. wind and sea.
The British str. *Hurricane* reports: Light
variable winds smooth sea, and fine clear
weather.

VESSELS IN DOCK.
May 29th.
ABERDEEN DOCKS.—

KOWLOON DOCKS.—*Soriano*, *Tijatjap*,
Hai, *Sungkang*, *Suan*, *Kwan Kua*, *Empress*
of Japan, *Takao*.
COSMOPOLITAN DOCKS.—*Matsuy*, *Kaiyuan*.

VESSELS ON THE BERTH.
FOR SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship
"JAPAN."
Captain J. G. Oliver, will be despatched for
the above Ports TUESDAY, the 30th inst.,
at 3 p.m.
This steamer has superior accommodation
for passengers, is installed throughout with
Electric Light, and carries a duly certified
Doctor.
For Freight or Passage, apply to
DAVID SASOON & CO., LTD.
Agents.
Hongkong, 28th May, 1907. 983

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW
THE Company's Steamship

"HAIMUN."
Captain A. J. Robson, will be despatched for
the above Ports TO-MORROW, the 31st inst.,
at 1 p.m.
For Freight or Passage apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 28th May, 1907. 989

"GLEN" LINE OF STEAM SHIPS.
FOR LONDON, ANTWERP AND
HAMBURG VIA SUEZ CANAL.

THE Steamship
"GLENLOGAN."
Captain J. McGregor, will be despatched as
above MONDAY, 3rd June.
For Freight or Passage apply to
MCGREGOR, BROS. & GOW.
Hongkong, 16th May, 1907. 929

REGULAR
HONGKONG-CANTON LINE
OF STEAMERS.
OF THE
COMPAGNIE FRANCAISE DES INDIES ET DE
L'EXTRÉME ORIENT.
S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUN," 1,900 tons,
14 knots.
THE SPEEDIEST, MOST LUXURIOUS
APPOINTED AND PUNCTUAL STEAMERS
ON THE LINE.
Departure from Hongkong at 9.30 p.m.,
(Saturdays Excepted).
Departure from Canton at 5.15 p.m.,
(Sundays Excepted).
These superb steamers carrying the French
Mail are fitted throughout with Electric Light
and Fan and were specially built for this trade.
Excellent cuisine.

THE COMPANY'S WHARF is at the end of
WING LOK STREET (tram station).
For further particulars, please apply to
E. PASQUET & CO., Canton Agents.
BARRETT & CO., Agents.
Hongkong, 1st April, 1907. 688

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG
For Demand Drafts on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Averages for 33 Years
FROM 1874 TO 1906.

Price: \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
"k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &C. VIA CANAL PORTS OF CALL	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 1st June, at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	J. McGregor	MCGREGOR BROS. & GOW	On 2nd June.
LONDON & ANTWERP	NORE	Brit. str.	—	G. Phillips	SHEWAN, TOME & CO.	About 3rd June.
MAITI LIP, AC. VIA PORTS OF CALL	OCEANIEN	Fren. str.	—	P. & O. S. N. Co.	MESSENGERIES MARITIMES	About 5th June.
MARFFILLES, HAVRE, COPENHAGEN, &C.	SIAM	Dan. str.	—	MELCHERS & CO.	MELCHERS & CO.	On 11th June, at 1 P.M.
COPENHAGEN VIA PORTS OF CALL	PETRONIA	Dan. str.	—	MELCHERS & CO.	MELCHERS & CO.	Middle of June.
HAMBURG &C. VIA STRAITS, &c.	GNEISENAU	Ger. str.	k.w.	G. Boltz	HAMBURG-AMERIKA LINIE	About 15th June.
HAMBURG &C. VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Schonfeldt	HAMBURG-AMERIKA LINIE	On 5th June, at Noon.
HAMBURG &C. VIA STRAITS, &c.	TELESA	Ger. str.	Bahle	DODWELL & CO., LTD.	HAMBURG-AMERIKA LINIE	On 15th June.
HAMBURG &C. VIA STRAITS, &c.	SHIMOSA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 12th July.
HAMBURG &C. VIA STRAITS, &c.	ARAGONIA	Am. str.	—	Barrett	HAMBURG-AMERIKA LINIE	On 6th June.
HAMBURG &C. VIA STRAITS, &c.	NORMAN PRINCE	Am. str.	2 m.	H. Pybus	HAMBURG-AMERIKA LINIE	On 10th June.
HAMBURG &C. VIA STRAITS, &c.	EMPEROR OF JAPAN	Am. str.	—	T. W. Garlick	ANNHOLD, KARBERG & CO.	About 12th June.
HAMBURG &C. VIA STRAITS, &c.	VICTORIA & TACOMA	Am. str.	—	C. G. Christianen	CANADIAN PACIFIC R. CO.	On 6th June, at 4 P.M.
HAMBURG &C. VIA STRAITS, &c.	CALAO, IQUIQUE	Am. str.	—	McArthur	CANADIAN PACIFIC R. CO.	On 19th June, at Noon.
HAMBURG &C. VIA STRAITS, &c.	SALINA CRUZ	Am. str.	—	L. Lindbergh	CANADIAN PACIFIC R. CO.	On 8th June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	Lenz	BUTTERFIELD & SWINE	Middle of July.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	On 27th June, at 4 P.M.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	Lenz	MELCHERS & CO.	On 1st June, at Noon.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	C. F. Lockstone	HAMBURG-AMERIKA LINIE	On 27th June, at 4 P.M.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	1 m.	H. Hooker	HAMBURG-AMERIKA LINIE	On 1st June, at Noon.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	Dowson	HAMBURG-AMERIKA LINIE	On 2nd June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	J. G. Oliphant	HAMBURG-AMERIKA LINIE	On 23rd June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	R. A. Peter	HAMBURG-AMERIKA LINIE	On 24th June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	W. P. Baker	HAMBURG-AMERIKA LINIE	On 25th June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	L. D. Northcombe	HAMBURG-AMERIKA LINIE	On 26th June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	J. W. Walker	HAMBURG-AMERIKA LINIE	On 27th June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	R. Almond	HAMBURG-AMERIKA LINIE	On 28th June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	A. W. Underbridge	HAMBURG-AMERIKA LINIE	On 29th June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	A. Fraser	HAMBURG-AMERIKA LINIE	On 30th June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	E. Finlayson	HAMBURG-AMERIKA LINIE	On 31st June.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	J. Jameson	HAMBURG-AMERIKA LINIE	On 1st July.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	F. Imbrie	HAMBURG-AMERIKA LINIE	On 2nd July.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	F. Sembl	HAMBURG-AMERIKA LINIE	On 3rd July.
HAMBURG &C. VIA STRAITS, &c.	ASIA	Am. str.	—	R. Houghton	HAMBURG-AMERIKA LINIE	On 4th July.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EASTERN."
Captain McArthur, will be despatched as above
on SATURDAY, 1st June, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 6th May, 1907. 583

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU-
STRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA."
Captain W. Hayward, R.N.R., carrying His
Majesty's Mail, will be despatched from this
for Bombay on SATURDAY, the 1st June.

For Freight and Further Particulars, apply to
SHEWAN, TOME & CO.,
Agents.
Hongkong, 11th May, 1907. 905

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG
FOR NEW YORK.

S.S. "SHIMOSA" 6th June.

S.S. "BRAEMAR" 28th June.

S.S. "SAINT PATRICK" 6th July.

For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 6th May, 1907. 737

COMPAGNIE DES MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, E. G. Y. P.
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship

"OCEANIAN."
Captain Magnen, will be despatched to MAR-
SEILLES, on TUESDAY, the 11th June,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports and for Australia with
prompt transhipment at Colombo.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

	STEAMERS	TO SAIL	REMARKS.
NAGASAKI, MOJI, KOBE, PESHWUR, and YOKOHAMA (DIRECT).	Capt. C. F. Lockstone, E.N.C.	About 29th May.	Freight Only.
SHANGHAI	(Capt. R. A. Peters)	4 P.M., 30th May	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	OCEANA	Noon, 1st June	See Special Advertisement.
LONDON and ANTWERP	(Capt. G. Philips)	About 5th June	Freight and Passage.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th May, 1907.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
CHIHOW and HAIPHONG	"SINGAN"	On 31st May, daylight.
CEBU and ILOIO	"RAIFONG"	On 1st June, 4 P.M.
SWATOW, AMOY and SHANGHAI	"CHINKANG"	On 1st June, 4 P.M.
CHIHOW and HAIPHONG	"CHIULI"	On 2nd June, daylight.
SWATOW and SHANGHAI	"SHAOHSING"	On 3rd June, daylight.
SWATOW and SHANGHAI	"CHANGCHOW"	On 3rd June, 4 P.M.
MANILA	"TAMING"	On 4th June, 4 P.M.
SHANGHAI	"YOCHOW"	On 5th June, 4 P.M.
CHEFOO and NEWCHIANG	"KWEIYANG"	On 5th June, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSJINAN"	On 7th June, 4 P.M.
TIENTSIN	"KUEICHOW"	On 12th June, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE,
AGENTS.

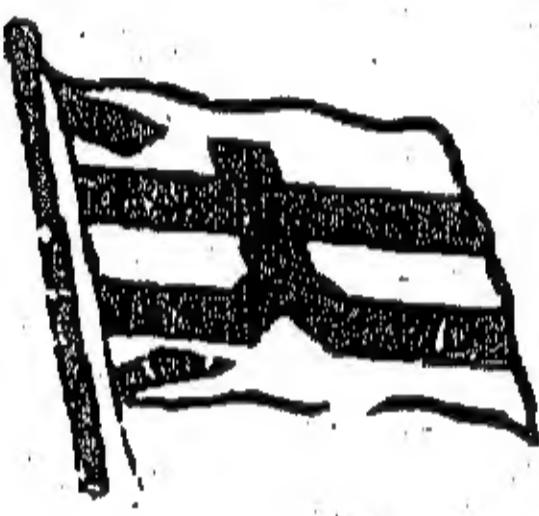
For Freight or Passage, apply to—

Hongkong, 29th May, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.



FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 2nd June, at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th May, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 31st May.
KUDAT and SANDAKAN	"BORNEO"	Wednesday, 5th June, at 9 A.M.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, BREMEN and HAMBURG...	"GNEISENAU"	Wednesday, 5th June, at NOON.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ROON"	About Wednesday, 5th June.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 29th June, at Noon.

For further particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th May, 1907.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPEROR LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	THURSDAY, 6th June ... 24th June
"TARTAR"	4,425	WEDNESDAY, 10th June ... 13th July
"EMPEROR OF CHINA"	6,000	THURSDAY, 4th July ... 22nd July
"ATHENIAN"	3,882	WEDNESDAY, 17th July ... 10th August
"EMPEROR OF INDIA"	6,000	THURSDAY, 1st Aug ... 19th August
"MONTEAGLE"	6,163	WEDNESDAY, 14th Aug ... 7th Sept.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

Intermediate Steamers at 12 NOON.

and 1st Class Railways... 240, 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HAL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMIRILIN, AND BENGAL COAL.

FRESH WATER AND ICE, SHIP'S STORES AND PROVISIONS AT Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. 12200

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE STEAMSHIP "BRAEMAR."

FROM GLASGOW, LIVERPOOL AND PENANG.

"MONTGOMERYSHIRE."

Captain W. T. Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.

Agents. Hongkong, 25th May, 1907. 982

NOTICE TO CONSIGNEES

THE P. & O. S. N. CO.'S Steamer

"PESHWUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 3rd June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 25th May, 1907.

NOTICE

S.S. "AUSTRALIEN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNNEES OF CARGO FROM LONDON EX S.S. "DORDOGNE" AND "DOROU" IN CONNECTION WITH THE ABOVE STEAMERS ARE HEREBY INFORMED THAT THEIR GOODS, WITH THE EXCEPTION OF OPIUM, TREASURE AND VALUABLES, ARE BEING LANDED AND STORED AT THEIR RISK INTO THE HAZARDOUS AND/OR EXTRA HAZARDOUS GODDOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., AT KOWLOON, WHERE DELIVERY MAY BE OBTAINED IMMEDIATELY AFTER LANDED.

OPTIONAL CARGO WILL BE FORWARDED ON UNLESS INTIMATION IS RECEIVED FROM THE CONSIGNEE, BEFORE 10 A.M. TO-DAY, REQUESTING IT TO BE LANDED HERE.

BILLS OF LADING WILL BE COUNTERSIGNED BY THE UNDERSIGNED. GOODS REMAINING UNCLAIMED AFTER MONDAY, THE 3RD JUNE, AT NOON, WILL BE SUBJECT TO RENT AND LANDING CHARGES.

ALL CLAIMS MUST BE MADE IN TO ME ON OR BEFORE THE 3RD JUNE, OR THEY WILL NOT BE RECOGNIZED.

ALL DAMAGED PACKAGES WILL BE EXAMINED ON MONDAY, THE 3RD JUNE, AT 3 P.M.

NO FIRE INSURANCE HAS BEEN EFFECTED.

G. DE CHAMPEAUX, Agent. Hongkong, 27th May, 1907. 2

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE STEAMSHIP.

"ARATTAON APCAR."

HAVING ARRIVED FROM THE ABOVE PORTS, CONSIGNNEES OF CARGO ARE HEREBY INFORMED THAT THEIR GOODS WILL BE DELIVERED FROM ALONGSIDE.

CARGO IMPENDING THE DISCHARGE WILL BE LANDED AT CONSIGNNEE'S RISK AND EXPENSE INTO THE HAZARDOUS AND/OR EXTRA HAZARDOUS GODDOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NO FIRE INSURANCE WILL BE EFFECTED.

BILLS OF LADING WILL BE COUNTERSIGNED BY THE UNDERSIGNED.

DAVID SASSOON & CO., LTD., Agents. Hongkong, 27th May, 1907. 833

NOTICE TO CONSIGNEES.

THE STEAMSHIP "TREMONT."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE ABOVE STEAMER HAVING ARRIVED, CONSIGNNEES OF CARGO ARE HEREBY REQUESTED TO SEND IN THEIR BILLS OF LADING FOR COUNTERSIGNATURE AND TO TAKE IMMEDIATE DELIVERY OF THEIR GOODS FROM ALONGSIDE.

CARGO IMPENDING THE DISCHARGE OF THE VESSEL WILL BE LANDED AND STORED AT CONSIGNNEE'S RISK AND EXPENSE.

NO FIRE INSURANCE WILL BE EFFECTED BY US IN ANY CASE WHATSOEVER.

DODWELL & CO., LTD., Agents. Hongkong, 27th May, 1907. 7

NOTICE TO CONSIGNEES.

THE BOSTON STEAMSHIP COMPANY.

NOTICE

POST OFFICE NOTICES.

FOR	PER
Swatow	
Swatow, Singapore and Bangkok	
Macau	
Shanghai, Yokohama, Kobe and Moji	
SHANGHAI	
Shanghai, Nagasaki, Kobe and Yokohama	
Swatow, Amoy and Shanghai	
Hollow and Haiphong	
Swatow and Bangkok	
Swatow, Amoy and Foochow	
Macau	
Batavia, Cheribon, Samarang, Semaraya and Macassar	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	

Naushan	9.00 a.m.
Kuching	11.15 a.m.
Sri Tel.	1.00 p.m.
Japan	2.00 p.m.
Malta	2.00 p.m.
Montgomeryshire	2.00 p.m.
Shanghai, Nagasaki, Kobe and Yokohama	2.00 p.m.
Swatow, Amoy and Shanghai	2.00 p.m.
Hollow and Haiphong	2.00 p.m.
Swatow and Bangkok	2.00 p.m.
Swatow, Amoy and Foochow	2.00 p.m.
Macau	2.00 p.m.
Batavia, Cheribon, Samarang, Semaraya and Macassar	2.00 p.m.
Tjibodas	2.00 p.m.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	
Korea	

Manila	
Timor, Port Moresby, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle, Perth, &c., India via Tuticorin (Late Letters, 11.00 to 11.30 a.m. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Postal mail will be closed at 5 p.m. on Fri. May 31st May.)	
Macau	
Swatow and Bangkok	
Swatow and Shanghai	
Hollow	
Singapore, Samarang and Semaraya	
Hollow and Haiphong	
Swatow and Shanghai	
Manila	
Kudat and Sandakan	

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